



Lindsay Men's Probus Club



Chapter #185: Charter Date: February 23rd 2007

On May 13th, we held our monthly meeting, with ~ 45 members attending. Following a 30-minute social time, Club President, Bill Mackasey, opened the meeting at 10:30 a.m. and welcomed everyone. We then rose for O'Canada.

We welcomed one guest at the meeting; Doug Hendron, a guest of Brian Gowan.

This month's "Who Am I?" Speaker was Brian Gowan. Brian joined the club in April 2021 and was sponsored by John Coxon.

Our guest speaker, Rick Harding, was then introduced by Ted Abbott. Rick's talk was on the AVRO Arrow, accompanied by a handout containing a number of historical photos:

Aircraft Purpose: Delta-winged interceptor aircraft designed for Mach 2 speeds at altitudes exceeding 50,000 feet.

Development Timeline: Design studies began in 1953, serious development started in 1955, and the first Arrow Mk. 1 was rolled out in 1957.

Performance: Excellent handling and overall performance, reaching Mach 1.9 in level flight during testing.

Project Cancellation: Prime Minister John Diefenbaker abruptly halted the development of the Arrow and Iroquois engines on February 20, 1959.

Project Destruction: Two months later, the assembly line, tooling, plans, existing airframes, and engines were ordered to be destroyed.

Impact of Cancellation: The cancellation put Avro out of business and scattered its highly skilled personnel.

Rick was thanked by Ron Baldwin, following which he drew the winning 50/50 ticket, which was won by Bob George.

We inducted one new member into the club, Richard Glanzmann, sponsored by John Bennett. John introduced Richard, which was followed by Bob Whitfield and Bill Mackasey presenting Richard with his club badge, pin, and documents.

Bill closed the meeting at noon, with 18 members heading to St. Dave's Diner for lunch.

The Avro CF-105 Arrow: A Brief History

Post-World War II, the British Royal Air Force struggled to recover and lacked the funds for a new interceptor. Avro Canada, a British-based aircraft manufacturer, developed the CF-100, or “Canuck,” as Canada’s first combat aircraft. The Canuck excelled in long-range and all-weather performance. The Arrow offered hope for Canada’s aircraft industry and equipped the RCAF to confront Soviet bombers, potentially eliminating them from the North Pole.

After securing Arrow development and manufacturing authorization, Avro Canada grew rapidly. By 1957, it employed over 20,000 people, becoming one of Canada’s largest corporations. The company received government and workforce investment.

The Arrow’s rapid development made it one of the most advanced aircraft of its era. It was praised for its power and aesthetic appeal, contributing to Canada’s emergence as a global leader in scientific research and development.

The Arrow, a massive aircraft, represented an immense undertaking in size, scale, and ambition. It weighed 20,000 kg (44,000 pounds) empty and had a 15.2 m wingspan, making it an exceptionally large interceptor for its time. The Avro CF-105 Arrow was highly advanced, requiring specialized development of numerous components. It was the first aircraft with a computerized flight control and weapon system, surpassing the speed of any jet in its class. Designed to attain nearly twice the speed of sound at 53,000 feet, the Arrow was developed without computers or simulation tools, relying on scale models for wind-tunnel testing.

The first Arrow prototype was unveiled in 1957, attracting over 12,000 spectators. However, this event was overshadowed by the Soviet Union’s launch of Sputnik 1, marking the beginning of the space age and potentially the demise of the Arrow’s target, the long-range bomber.

Five Arrows participated in flight tests in 1958, but the project faced political and technical obstacles. The substantial financial burden led to its cancellation in 1959 by the newly elected Canadian Prime Minister, John Diefenbaker, who was committed to reducing federal spending. Diefenbaker’s strained relationship with Avro Canada’s President, Crawford Gordon, Jr., likely contributed to the program’s failure.

The Arrow never entered production, and the RCAF opted for the American-built CF-101B Voodoo as its replacement. Avro Canada ceased operations in 1962.



PHOTO'S



New member Richard Glanzmann, with Bill Mackasey, Bob Whitfield and John Bennett



Guest Speaker Rick Harding, with Bill Mackasey and Ron Baldwin

CLUB NOTICES

Next Club Meeting ~ Tuesday June 10th 2025 at 10am
Speaker: Joanne Arbour
“Wrongful Convictions”

The next meeting of the Management Committee is on June 3rd. Any member who has something they would like the MC to consider should contact the President, Bill Mackasey at least 3 days prior to the meeting.

We need more members...

Be a friend, bring a friend to a PROBUS meeting!

Please consider inviting guests to attend a Club meeting to allow them the opportunity to share the experience and advantages of joining our Club.

Health & Welfare

If you know of any member who is experiencing health issues at this time, please contact Bruce Cameron ~ cam48retired@gmail.com

"The Banner" ~ Newsletter #195 ~ May 2025

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